

D wherein a shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, arranged in the same tire at a posture of the mounted tire onto the vehicle is made larger at a first tire zone located at an outside of the vehicle than at a second tire zone located at an inside of the vehicle among the above tire zones; and

wherein the pair of mounted tires are left- and right-wheeled tires symmetrically located at both sides of the vehicle with respect to a center line of the vehicle in a widthwise direction and the pair of mounted tires are constructed so that the reinforcing members arranged in the first and second tire zones are symmetrical with respect to the center line in both tires.

2. (Amended) The pair of mounted pneumatic tires according to claim 1, wherein for each mounted tire, the reinforcing member is arranged in the tire zone ranging from the bead portion to the sidewall portion.

D² 4. (Amended) The pair of mounted pneumatic tires according to claim 1, wherein for each mounted tire, at least one of the number, width, cord stiffness and end count in the cord reinforcing layer of the reinforcing member arranged in the first tire zone is made larger than the respective one in the cord reinforcing layer as the reinforcing member arranged in the second tire zone in the same tire.

5. (Amended) The pair of mounted pneumatic tires according to claim 4, where the reinforcing member for each mounted tire is comprised of plural reinforcing layers, cords of which layers being crossed with each other.

D2 6. (Amended) The pair of mounted pneumatic tires according to claim 5, wherein for each mounted tire at least one of the reinforcing layers constituting the reinforcing member is a turn-up reinforcing layer wound around a bead core embedded in the bead portion from an inside toward outside in a widthwise direction of the tire.

7. (Amended) The pair of mounted pneumatic tires according to claim 6, wherein for each mounted tire, the reinforcing layers are arranged so as to cross cord of the reinforcing layers with each other in portions other than a turnup portion of the turn-up reinforcing layer turned outward in the widthwise direction of the tire.

D3 Claim 9. (Amended) A pneumatic tire according to claim 8, wherein the reinforcing member comprises a plurality of reinforcing layers and at least one of the reinforcing layers is a turn-up reinforcing layer wound around a bead core embedded in the bead portion from an inside toward an outside in a widthwise direction of the tire, and wherein a portion of the turn-up reinforcing layer located at the innermost side in the widthwise direction of the tire is the innermost reinforcing layer.

Please add the following new claims:

D3 12. (New) The pair of mounted pneumatic tires according to claim 1, wherein each mounted tire includes a bead cord and a tread, and the sidewall portions are between the bead cord and the tread.

13. (New) The pair of mounted pneumatic tires according to claim 11, wherein each mounted tire includes a bead cord and a tread, and the sidewall portions are between the bead cord and the tread.

14. (New) The pair of mounted pneumatic tires according to claim 1, wherein each mounted tire includes a bead cord, a bead filler radially outward of the bead cord, and a tread, and the reinforcing member arranged in the first tire zone extends radially outward beyond the bead filler.

15. (New) The pair of mounted pneumatic tires according to claim 11, wherein each mounted tire includes a bead cord, a bead filler radially outward of the bead cord, and a tread, and the reinforcing member arranged in the first tire zone extends radially outward beyond the bead filler.

D3 16. (New) The pair of mounted pneumatic tires according to claim 1, wherein for each tire, the reinforcing member arranged in the first tire zone has the same rigidity in the radial direction as that of the second tire zone, and the shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, is larger at the first tire zone than at the second tire zone.

17. (New) The pair of mounted pneumatic tires according to claim 16, wherein for each tire, the reinforcing member arranged in the first tire zone has the same number, width, cord stiffness and end count in the cord reinforcing layer as that of the second tire zone.

